

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

January 18, 2000

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room,
Phoenix, Arizona

MEMBERS ATTENDING

Gary Brown, Tempe, Chairman	*Maricopa County: Tom Buick
*Wickenburg: Fred Carpenter, Vice-Chair	*Mesa: Jeff Martin
ADOT: Dan Lance	*Paradise Valley: Tom Martinsen
*Avondale: William Bates	Peoria: David Moody
Buckeye: Donna Stevens for Joe Blanton	Phoenix: Don Herp for Tom Callow
Chandler: Bryan Patterson	RPTA: Ken Driggs
Gilbert: Tami Ryall	Scottsdale: Steve Hogan
*Glendale: Jim Book	Surprise: Bill Parrish for Ellis Perl
Goodyear: Larry Martinez for Jerene Watson	
*Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Patrick McDermott, Chandler	* Pedestrian Advisory Group: Mike Branham, Surprise
*Street Committee: Gary Thomas, Gilbert	Telecommunications Advisory Group: Debbie Kohn, Avondale
ITS Committee: Steve Hogan	

* Members neither present nor represented by proxy.

OTHERS PRESENT

Chuck Eaton, ADOT	Chris Voigt, MAG
Kwi-Sung Kang, ADOT	Paul Ward, MAG
Dan Lance, ADOT	Wulf Grote, RPTA
Eric Anderson, MAG	Bryan Jungwirth, RPTA
Stuart Boggs, MAG	Mark Sorenson, RPTA
Dawn Coomer, MAG	
Terry Johnson, MAG	

1. Call to Order

Gary Brown, Chairman, called the meeting to order at 10:03 a.m.

2. Approval of the December 7, 1999 Meeting Minutes

Ken Driggs moved and Bill Parrish seconded approval of the minutes as submitted. The minutes were approved unanimously.

3. Call to the Audience

No comments were received.

4. Transportation Manager's Report

Terry Johnson briefed the Committee on the Park & Ride Lot study, for which the Agency Forum kickoff meeting with the consultant was scheduled for the afternoon. He then briefed the Committee on the status of the Transportation Improvement Program noting that the draft TIP was due on January 22. Mr. Johnson then discussed the 2000 incremental update of the Long Range Transportation Plan. Also discussed was the development of the scope of work for next year's comprehensive rewrite of the plan.

5. Approval of Consent Agenda

No action taken by the Committee.

6. Transportation Enhancement Review Committee Recommendations

Tabled

7. Regional Trails Forum

Tabled

8. Report on the MAG Freeway Program

Paul Ward provided an overview of the Program.

9. Funding to Complete the Environmental Analysis for Three Park and Ride Lots

Chris Voigt briefed the Committee on the funding transfer needed to complete environmental analyses for three Park and Ride Lots. Debbie Kohn asked if the three lots were in addition to the twenty already specified in the scope of work for the project. Mr. Voigt replied that the study would identify twenty sites, and would consider those three in the process as part of the twenty. Ms. Kohn asked if these three lots had been included in the Transportation Improvement Program (TIP). Voigt replied that two of the lots had previously been included in the TIP and the third one had been included as an amendment to the TIP. Dan Lance asked if the right of way costs had been included in the budget for the lot at 59th Avenue and Rt. 101. Terry Johnson replied that the costs were not exact yet. Steve Hogan moved that MAG contract with RPTA to complete the required analysis for an amount not to exceed \$225,000. Dan Lance seconded, and the motion was approved by unanimous vote.

Chairman Brown postponed discussion of agenda item 10 so the Committee could hear a presentation on agenda item 11 by Wulf Grote and Mark Sorenson of RPTA.

11. Status Report on Light Rail Transit Projects

Bryan Jungwirth briefed the committee on the status of the light rail transit projects. He told the Committee that they had issued a Request for Proposals that had resulted in one proposal from BRW and Parsons Brinckerhoff. He noted that there still were some outstanding issues associated with the scope of work that still need to be resolved. Steve Hogan discussed the proposed intergovernmental agreement between Scottsdale and Tempe where Scottsdale will take the lead on the project.

Mr. Jungwirth then provided an introduction to Mark Sorenson's presentation of Phoenix's Transit 2000 plan. He noted that the plan focused on the light rail routes in Phoenix and did not include the routes outside the city. He said this was done to avoid confusing voters in Phoenix's election who might think they were being asked to fund a system outside the city boundaries. Mr. Jungwirth noted that the City's portion of the project budget would be subsidized by a 4/10 cent sales tax increase with a 20 year duration. He summarized the time frame for the project noting that the first segment, to be constructed by 2006, would run from the vicinity of the airport to Chris Town. The second segment would extend into Metro Center and would be completed by 2010. The third segment would be constructed by 2016 based on travel demand. The total project budget would be a \$800 million mix of Federal and Local money. Mr. Jungwirth noted that the budget split would be 65 percent for bus transit and 35 percent for LRT construction. He also noted that the early focus of the program would be on upgrading bus service.

Mark Sorenson then briefed the committee on the status of the EIS, noting that it was being produced internally by RPTA and will be submitted to FTA for review before it was released publicly. Mr. Sorenson identified the main issues of the EIS, the alignment options in downtown Phoenix and the station area planning study. He told the Committee that using the existing railroad right of way north of the airport was not possible since the railroad was opposed to sharing their alignment with the LRT. Mr. Sorenson noted that this creates significant problems for providing east-west movement through this portion of the corridor. Other possible alignments included the airport property or Washington and Jefferson Streets. He noted that the airport was considering development of a fixed guideway system to tie the terminals and surface parking facilities together. Mr. Sorenson felt that the airport's needs and the City's needs would conflict if they shared the corridor since the airport would require multiple stops and a higher frequency of service both of which would conflict with the City's service parameters. The other alignments being considered included two possible routing options on Jefferson and Washington Streets. Option one would maintain the current one way traffic circulation pattern on each street with one rail line in each street's median. Option two would involve two way traffic on Washington with double tracking on Jefferson.

Mr. Sorenson also discussed the station planning focus meetings that would solicit public input on specific station sites within more generalized station location areas. Activity centers and connection opportunities with other transportation modes would also be considered. He also discussed the advanced comments workshop in Tempe that would look at traffic, appearance and accessibility issues associated with station development. Stage one workshops are going on now. Stage two workshops are slated for March and stage three will occur in the summer about the same time that the Environmental Impact Statement will be released for public comment.

Steve Hogan asked if the airport would fund the airport loop out of its own resources. Sorenson replied that they would. Mr. Hogan asked if the airport had done a financial analysis yet. Mr. Sorenson noted that they had not and did not even have a proposed budget. Mr. Hogan observed that it did not look like the airport would be moving forward on their system in the same time frame as Phoenix.

Ken Martin asked if there were problems associated with having the LRT route through the airport. Sorenson replied that the multiple stops required by the airport would significantly slow service and make it less attractive to potential riders. Debbie Kohn asked if the municipal officials were on board. Mr. Sorenson replied that yes, they've been involved in the process. Ken Driggs asked if the potential ridership to the airport would be passengers or airport employees. Mr. Sorenson noted that the airport employees would constitute a significant ridership base. He also discussed issue of mode transfer noting that people currently drive to the airport, park and take a shuttle into the terminal. With the LRT they would also do a mode transfer to the airport's fixed guideway system.

Chairman Brown next returned discussion to agenda item 10.

10. FY 2001-2005 MAG Federally Funded Program

Terry Johnson told the Committee that the 2001-2005 program had been submitted to the Management Committee. He noted that the motion by the Transportation Review Committee had included wording that stated that any additional obligation authority be allocated to transit. After reviewing the meeting minutes Mr. Johnson noted that there had in fact been two motions by the Committee. One was an interim closeout that included the above referenced language and the other was a motion recommending adoption of the 2001-2005 program. Mr. Johnson felt that there were three possible interpretations of the motions. One, that additional unallocated funds be allocated to transit. Since no additional funds were found no additional action would be required by the Committee. Second, that funds made available from canceled programs be allocated to transit. These in effect would be closeout money. The third interpretation would be that this is an open ended requirement that extra money be allocated to transit. This would be superseded by subsequent Committee action. Steve Hogan made a motion that the Committee take no action at this time. The motion was seconded by David Moody and was subsequently approved by a unanimous vote.

12. Next Meeting Date

The next meeting will be held in February 22 at 10:00 a.m. in the Saguaro Room, 2nd floor, MAG offices.

The meeting adjourned at 10:45 a.m.